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Brick-A-Brack China.

Miss Ella Jones was twenty-three, And wonderful at Repartee; In all her life, her parents say, She never gave herself away.

Young Tonga Yangste Ching Chow From Pekin came to study law At Harvard University; He, too, was great at repartee.

AFTERWARDS: She shrieked, she sobbed, she stormed, she blew, She raved about his lovely eye, "O, hold it down!" her father said, "A Chinaman you shall not wed."

Dr. Jackson's Denial.

During the last month we have published several items in defense of Dr. Sheldon Jackson, against whom serious, malicious and slanderous charges have been made. We had thought that nothing further would be necessary, but we notice some of the New Mexico journals are still abusing Dr. Jackson, and assert that since the Dr. and his friends do not flatly deny the charges, it is to be understood that they are in a measure true. For the benefit of those journals we give the following note from Dr. Jackson, which with what we have already said we consider an ample defense:

DENVER, COLO., April 12, 1878.

MR. EDITOR:—I notice in some of the Arizona papers a telegram, accusing me of stating that "in Arizona and New Mexico such a thing as chastity in females of twelve years and upwards is not known, &c." I made no such statement whatever. I did say concerning the Indian women of Alaska, that they often sold their daughters of twelve and fourteen years, to traders &c., which is true. But this you will perceive is a very different statement from the one previously published.

By pen and press, and public address in the leading cities of the country, I have ever sought to awaken new interest in Arizona, and the development of her resources, and have always spoken with respect of her pioneer population. Yours truly,

SHeldon JACKSON.

To JOHN P. CLUM.

The New Mexico Trouble.

The late serious trouble in Lincoln county, New Mexico, originated in the killing of one J. H. Tunstall, on February 18, by Sheriff Wm. Brady and posse, while serving a writ detach ment, said Tunstall having first fired upon the Sheriff. The friends of Tunstall sought revenge which has resulted in the killing of Sheriff Brady, and the killing and wounding of half dozen or more men from each of the contending factions. On the 4th instant, Judge Bristol and party left Mesilla to attend the court term in Lincoln, and the incident says:

It has been ascertained that it was the intention of the murderers of Sheriff Brady to complete their heinous work by "taking in" the District Court party, this intention was frustrated by the thoughtful action of Col. Dudley, commanding Fort Stanton, who dispatched Lieut. Goodwin and ten cavalry men to meet Judge Bristol and party, and escort them in. The Commissioners of Lincoln county, have appointed John N. Copeland as Sheriff, to fill the vacancy caused by the death of Major Brady.

At last accounts the state of affairs, in Lincoln was most desperate, and it was rumored that both factions were receiving numerous armed recruits.

Arizona Railway Memorial.

From the Congressional Record, April 4:

Mr. Matthews. I present the memorial of John G. Campbell and a large number of others, citizens of Prescott, Arizona, in reference to certain legislation in that Territory in aid of the Southern Pacific Railroad, in regard to which there is pending in the Senate a joint resolution disapproving of the same, and in favor of the passage of that measure. As the measure is before the Senate, I suppose the proper course is for the memorial to lie upon the table. I make that motion.

Unpaid Indian Vouchers.

We see in the Congressional Record of April 12, that on motion of Mr. Sparks, the Committee on Appropriations was discharged from the further consideration of the bill (H. R. No. 3516) making an appropriation for the payment of certain vouchers now on file in the Interior Department, for supplies delivered for the use and support of the different Indian agencies in the Territory of Arizona, in the year 1874, and prior years; and the same was referred to the Committee of Claims.

"I never enjoy poetry when I'm cooking," said an old lady. "But when I step out to feed the hogs, and h'ist myself on the fence and throw my soul into a few lines of 'Cap'n Jenks,' it does seem as if this air was made to live on after all."

JAMES O. TOLMAN, has been appointed United States Surveyor-General for Oregon.

Sonora and Arizona Railway Operations.

Mr. Robert R. Symon and Howard Schuyler arrived last week in Tucson from Sonora, and have since passed on to San Francisco. Mr. Symon is a principal in the company to construct a system of railway in Sonora and other Mexican States with Arizona connections, and Mr. Schuyler is now acting engineer. They have just completed a preliminary examination of the country from Mazatlan to Tucson, and had previously made a like one from the same point to the vicinity of El Paso. They report three very practicable routes from Mazatlan to Arizona near Tucson, and two of them they say presents hardly an impediment and are perhaps the freest of natural obstructions of any equal length of line in the world, and the route to El Paso is almost as level as the prairie of the Mississippi Valley. Mr. Symon regards the building of the road from the Pacific coast of Mexico to the Rio Grande as of first and immense importance, believing that there will soon be from one to three competing eastern roads to that point—the Atchison, Topeka and Santa Fe, of Denver and Rio Grande, or the Texas Pacific, or all three; and next to this Rio Grande connection, he esteems one with Arizona as valuable and Tucson seems most desirable both as a matter of trade and cheapness of building and operating the road.

Should this Sonora system of roads soon be constructed with the connections named, it would serve Southern Arizona quite well and the people could more patiently await the action of Congress regarding the Southern Pacific and Texas Pacific.

Mr. Symon is an enthusiastic supporter of the Texas Pacific. He regards association with eastern money preferable to western capital and trade. He will soon visit Washington and Europe in behalf of his enterprise, and he is a man full of intelligent activity and will not fail to favorably impress a vast majority of able and capable men with whom he comes in contact. He certainly is what, in the full sense of the popular phrase, a "live man." The company of which he forms so important a member, have a very liberal concession of land from the Supreme Government of Mexico, which, if clear titles were readily obtained, would be quite enough to pay for building the road, and the company may proceed to its construction without the substitution of money for lands—which change is now asked of the government.

There evidently will ere long be an awakening of business in Sonora, Sinaloa, Chihuahua and other Mexican States. It is contrary to the spirit of progress abroad in the world that the present stagnation and isolation should be indefinitely continued even in hitherto unfortunate and revolutionary Mexico. A close observer of events and tendencies in Mexico, must believe that a much improved condition of public affairs is appearing in that Republic; and that reliable peace and steady improvement will follow is certain.

Mr. Symon has for many years been a prominent and successful business man in Sonora, and his whole air and speech is that of one having strong confidence in the future of that country.

Military Orders.

First Lieut. J. W. Powell, Eighth Infantry, is relieved from duty as a member of the General Court Martial appointed to meet at Camp Grant, Arizona.

First Lieut. E. D. Thomas, Fifth Cavalry, is relieved from duty as A. A. Q. M., in connection with the construction of military roads in the Territory of Arizona, provided for in Act of Congress, approved March 3, 1875.

Captain C. P. Egan, now on duty in Southern Arizona, is directed to return to his station by May 1, or as soon thereafter as practicable.

During the absence from Department Headquarters of Captain C. P. Egan, C. S., First Lieut. C. M. Bally, Eighth Infantry, will in addition to his other duties, take charge of the office of the Chief Commissary of Subsistence of the Department.

Captain J. H. Lord, A. Q. M., has been ordered to proceed to Los Angeles, California, and make an inspection of the money accounts of Major J. H. Nelson, Paymaster.

A COMPANY has been formed to continue the work commenced by late Henry Meigs, of building a railroad and tunnel, to facilitate the extraction of ore from Cerro de Pasco silver mines in Peru, and its removal to the sea-board. Gentlemen are now in New York making investigations with a view to placing modern machinery.

An action has been brought by the heirs of a General Lee to recover the Arlington Estate. Judge Hughes, at Richmond has, in the words of his decision, sustained the denumer of the plaintiff, and directed that the case proceed on trial on its merits.

Hon. A. N. Towne.

In this day of great and wealthy corporations it may be of interest to review briefly the career of some of the men holding important positions in these great companies. Mr. Alfred L. Sewell furnishes the Chicago Press with an account of the railway career of Mr. A. N. Towne, General Superintendent of the Central Pacific Railroad, a gentleman well-known throughout this coast. Mr. Sewell writes:

More than twenty years ago, I became acquainted with a young man who is the subject of this story. He came from Massachusetts, he was poor, and had no influential friend to even give him a letter of recommendation. He sought employment on the Chicago, Burlington & Quincy Railroad, and, after waiting a time, at last secured a position as brakeman on a freight train—salary about \$30 a month. He was faithful in this position, and, being both intelligent and industrious, he was soon made conductor of the train, with wages nearly doubled. He attracted the attention of his superior officers, who saw in him an honest, faithful and conscientious conductor, one not seeking his own ease or pleasure, but constantly devoted to the interests of the company that employed him, so that not many months elapsed before he was made conductor of a passenger train—a more comfortable position, and one yielding a somewhat higher salary. Here I first knew him, and I saw in him a modest, quiet, unassuming young man, free from the popular vices, and one who tried to be just as faithful and true and devoted to his work as a conductor, as though the position had been that of General Superintendent.

Col. C. G. Hammond, General Superintendent of the road, watched every move of the road with an eagle's eye. Our young conductor did not escape the keen eye. When he least thought of it his chief was measuring and sounding him, and finding out what kind of metal he was made of, but none ever knew whether he was approved or not, for the chief's look was always stern and cold as ice.

One Saturday morning train No. 4 moved slowly out of Chicago under the care of my friend, who, only intent on doing his work as well as he knew how, seemed to have no higher ambition than to be a good conductor—salary, \$900 a year. About noon, when he stopped at a station, he found a telegram from the head office ordering him to "leave the train in the care of—," and take the first train for Chicago.

This was an unusual thing. Wondering what could be the matter, conscious that he had tried to do exactly right, and yet remembering how exacting was the General Superintendent, he feared that unintentionally he had fallen under his displeasure. With a fearful heart he presented himself at the office of the Superintendent.

"Good morning, Mr. Hammond; I have received your telegram and come to see what it means."

"Good morning," growled the chief, "I see you have, sir; I have concluded to take your train away from you."

The conductor's heart sunk lower than ever. What before was only fearful foreboding was now painful truth. He had served the company to the best of his ability. He had kept the affairs of his train in complete order, his reports had been carefully and correctly made; and yet, after all, he lost his position. He dared not hope to reverse the decision of the all-powerful official, yet in as calm a voice as he could command, he politely asked the reason for his summary dismissal.

Col. Hammond waited a while before he answered. Then the muscles of his face relaxed a little, and he said: "I want an assistant superintendent in my office, and I have called you to take the place."

True worth is always modest, and our thunderstruck conductor could only stammer, "but I am not competent, sir, to fill the position."

"You can do what I tell you; you can obey orders, can't you? That's all you have to do sir. You will begin this morning. That is your desk."

The new duties were not as difficult as he expected. At first he had only to obey orders, and carry out the details of work, laid out by the chief, and to these duties he brought the same faithfulness and thoroughness that had made him noticeable as a conductor. His elevation did not spoil him or make him vain. He was as plain and modest and hard-working as before—the salary at first was \$1,800.

After a few years of service under Col. Hammond, and an advance of salary to \$2,500, the plain young man was invited to take the office of general superintendent of a younger road at a salary of \$4,000. Distrusting his own ability, but determined to do his best, he accepted the call and succeeded, until the C. B. & Q., realizing how much they had lost in parting with him, invited him to resume his old position, and secured his services by the tempting offer of \$6,000 a year.

In the meantime, Col. Hammond

had become the General Superintendent of the Union Pacific Railroad, running from Omaha to Ogden, where it connects with the Central Pacific Railroad. The Central Pacific road was owned by four or five millionaires who built it, one of whom was its General Superintendent. However good a business man he was, he knew but little about railroading.

But where could they find a General Superintendent who had the ability and would dare to reorganize the road and put the affairs upon a better basis? They consulted Col. Hammond and other railroad men, and the result was that, most unexpectedly, our willom modest and hard-working conductor one day received a telegram asking him if he would undertake the duties of General Superintendent of the Central Pacific Railroad at a salary of \$10,000. He was satisfied with and appreciated by the Chicago, Burlington & Quincy, who proposed to increase his pay to \$7,000, and as he preferred to remain in Chicago, he declined the princely offer made by the California road. Then another telegram asked at what salary he would become chief of the Central Pacific. Almost hoping to discourage his tempters he telegraphed, "\$13,000 a year in gold." At once came the answer, "Accepted." So, taken in his own trap, he had nothing to do but to bid adieu to the city that had served him so well, and turn his face toward the land of gold.

This was nine years ago. He is still General Superintendent of the Central Pacific Railroad, one of the most important railroads in the world. With its connections in California, this quiet man, not yet 48 years old, now superintends 2,734 miles of railroad, and over connecting steamers, besides dictating the tariffs of the China, the Australian and the Panama lines of steamships. While other young men, preferring present ease and comfort to the interests of their employers, wasting money and time in billiard halls, theaters, and drinking saloons, Albion N. Towne was at work, building up character as well as reputation, and now fills one of the most important positions in California, and instead of \$300 a year, as brakeman on a freight train, he now draws the comfortable salary of \$20,000 a year in gold.

"Lucky man," says one. "Luck" had but little to do with it. Modest worth did it. Work did it. Faithfulness in the performance of present duties, however humble, did it. This untiring faithfulness in the humblest duties not only attracted the notice and won the appreciation of his superiors, but fitted him for the higher positions which, without his seeking, he was called to fill.

Irrigation in California.

California has taken up the subject of irrigation in a way that promises good results at no distant day. The late legislature provided for the office of and appointment of a State Engineer at a salary of \$6,000 per annum, and appropriated \$100,000 to enable the engineer to effectually perform his duties during the next two years. The drought of 1876-7, evidently hastened this important State action which will quite surely lay the foundation for a magnificent agricultural and horticultural State, with much greater certainty of large production every year. Arizona legislators would do well to watch the methods and progress of irrigation in California. The old and disjointed, and individual irrigation works here will sooner or later have to be superseded by a vastly improved system which will economize the water, and make its application easier. The Arizona statesman who shall successfully lead off in this respect, will do a great if not the greatest public service possible for the Territory, and will deserve the highest honor in the way of political preferment.

The Duffield Claim Probably Ended in Defeat.

April 4, the following proceedings appeared in the Congressional Record: Mr. Ellsworth also, by unanimous consent, from the same committee, reported back, with an adverse recommendation, the petition of Milton B. Duffield, late United States marshal in the Territory of Arizona; and the same was laid on the table, and the accompanying report ordered to be printed.

Mr. Ellsworth moved to reconsider the vote by which the petition was laid on the table; and also moved that the motion to reconsider be laid upon the table.

The latter motion was agreed to.

During the week ending on the 8th instant, the header of the Suro tunnel was advanced sixty-one feet, making the excavated length of the tunnel at the date stated 10,205 feet, and leaving 805 feet to run to reach the west wall of the Comstock lode, according to the chart published last summer.

The quantity of water flowing out of the tunnel is equal to 1,285,000 gallons per day. The temperature of the air in the header is equal to 101 degrees.

The New Dollar.

SAN FRANCISCO, April 17.—The Mint commences the coinage of the new dollar at 3 o'clock this afternoon. Superintendent Dodge has about \$2,000,000 in bullion to start on.

A Respite.

SAN FRANCISCO, April 18.—Rank the condemned murderer, who was to have been hanged to-morrow, has been respite by Governor Irwin until the 26th instant, to give the governor time to examine documents presented to his attention in connection with the case.

The Mint.

SAN FRANCISCO, April 18.—Superintendent Dodge of the Mint announces that, of the four presses in the mint, one will be kept at work on gold coinage and the other three on the new dollars, which will be turned out at the rate of 100,000 per day.

Robbed on the Overland Trail.

OMAHA, April 17.—A German woman named Bleiler, en route from Mansfield, Ohio, to San Francisco, was robbed of \$100 by a confidence man, who exchanged her greenbacks for bogus gold, on the Chicago and Rock Island train, last night.

Tuesday's Funeral.

NEW YORK, April 17.—The funeral of Wm. M. Tweed took place today from the residence of his daughter, Mrs. Douglas. Only personal friends of the family of Tweed were admitted to the house, where the burial service of the Episcopal Church was read by Rev. Dr. Price, the clergyman who officiated at the wedding of Tweed thirty years ago. After services the remains were taken to Greenwood Cemetery, followed by about a dozen coaches containing the mourners.

Suit by Jere Black Against Ex-Secretary Belknap.

WASHINGTON, April 17.—Jeremiah R. Black has instituted suit in the circuit court against Ex-Secretary of War Belknap, claiming \$5000 for work and labor done by plaintiff for his request.

New Agent for San Carlos.

WASHINGTON, April 17.—The President has nominated George B. Chamberlain, of Georgia, to be Indian Agent at San Carlos, Arizona.

Army Promotions.

The following promotions have been ordered: Maj. Jas. W. Forsyth, Tenth Cavalry to be Lieut.-Colonel of the First Cavalry, vice Elliot, promoted; Capt. Anson Mills, Third Cavalry, to be Major of the Tenth Cavalry, vice Forsyth, promoted; Lieut.-Colonel Washington L. Elliott, First Cavalry, to be Colonel of the Third Cavalry, vice Devin, deceased; First Lieut. J. B. Johnson to be Captain in the Third Cavalry, vice Mills, promoted.

Washington Notes.

The Senate confirmed Robert M. Reynolds, First Auditor of the Treasury; Miss Ida C. Sweet, Agent at Chicago; Pay Director George F. Cutter, Chief of the Bureau of Provisions and Clothing, and Paymaster-General of the Navy; Charles H. Eddy, Post master of Toledo.

Three hundred and eighty patents and trade-marks were issued today, the largest number for years. This is indication of reviving prosperity.

The National Academy of Science met at the Smithsonian Institution today. There was a large attendance of members from all parts of the country. Many interesting papers were read.

Lynched.

HUNTSVILLE, Ala., April 17.—The mob has just lynched Mike White and two negroes who assassinated Shoenberger on Saturday.

Todelben to Replace the Grand Duke Nicholas.

LONDON, April 16.—A special from Vienna says: News has reached here that Grand Duke Nicholas returns to St. Petersburg, and that Gen. Todelben goes to St. Stefano to assume the chief command. This is considered a conciliatory step.

Duke Nicholas is much depressed, and the impression prevails that affairs are surely drifting to war.

Trial of Suleiman Pasha.

CONSTANTINOPLE, April 17.—The trial of Suleiman Pasha has commenced. His condemnation is regarded as extremely probable.

A Great Strike.

LONDON, April 16.—The Manchester employers decline either to accept the five per cent reduction offered by their operatives, or to submit to arbitration, and declare that if a strike occurs at one mill, there will be a general lock out. The notice of the reduction expires to-morrow, and a strike, which will effect 20,000 operatives is certain.

Grant at Florence.

FLORENCE, April 17.—General Grant and family arrived here yesterday. They were received at the station by the municipal authorities, the American Consul and deputations of the Italian army and American residents.

In view of the trouble which Europe experiences in getting up a Congress, the Detroit Free Press generously offers to let the Powers have the American Congress.

BREITSTEADT, the artist, once proposed to Dr. Mary Walker. He proposed that she get out of his studio, and she agreed.

A. G. Pendleton,

CIVIL ENGINEER AND SURVEYOR.
UNITED STATES DEPUTY MINING SURVEYOR.
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Jan 13 1878

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Everything about these Wagons is Complete, with California Brakes, Springs, Elevated Seat, etc.

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The Gem Saloon.

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Of the Park Brewery.

Tucson, Arizona.

Opposite the Postoffice.

—

The Finest German Lunches in the

Cooldest Drinks, Mixed or Straight

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Pleasant Reading Room Attached.

Fresh Lager Beer

Of my own Manufacture always on

Draught.